MARKET OPENED STEADY, BUT CLOSED WEAK-CATTLE LOWER.

Worst Feature of Market Was 1,500 Left Over-Cattle Weakest of the Live Stock Market.

Receipts and Shipments.
HOGS—Receipts
CATTLE-Receipts1,100
SHEEP—Receipts

UNION STOCKYARDS, INDIANAPOLIS, Jan. 12.-The hog market to-day opened with a very fair demand from practically all buyers for the good medium to heavy grades, and such kinds sold at steady prices compared with yesterday. The request for lighter grades was not so good, but at the start prices did not show any material change. The shipping demand probably did not develop as much strength as packers had expected, and after the first round there was a weaker feeling. Occasional transactions were reported 5c lower than the opening. Later the demand became rather active and sales were again at about morning prices. It seemed, however, that buyers were determined to disappoint salesmen, and toward the close of the day shippers who had been complaining of a shortage in transportation facilities indicated that they had about all they wanted, and packers took adin the day again all the sales were 5c lower than yesterday. But the worst feature of the market to-day was the fact that over 1,000 hogs that came in late had to be carried over unsold. There were also a few loads that came in earlier in the day that did not change hands. The market closed very flat, with probably 1,500 hogs in the pens. The extreme range in sales to-day was from \$4.70 to \$5. The bulk of the supply sold at \$4.80@4.85, although there were several

transactions :	at the	e top	price. Quot	tations:	
Good to choice Mixed and he Good to choice Common to f Inferior to b Roughs and	e me eavy e light air li	packing twel	to heavy ghts	4.76 4.76 4.76 4.70 4.70	(94.95 (94.90 (94.75 (94.70
			tive Sales.		
No. Av.	Dic.	Pr.	No. A		Pr.
46223	80	\$5.00			\$4.90
76250	80		74	220 80	4.90
30260	**	5.00	21	243 120	
82261	40	5.00	65		4.90
51267	374	5.00	85		4.90
54278	80		26		4.50
72331	40				4.85
49236	100		73.,		4.85

40 4.90 20.

4.90 | 22.

**

4.35

Cattle-The receipts of cattle to-day were about equal to the average at this time in the week. As usual for some time past a few of nearly all | and that of the New York Produce Exchange. grades were represented, but in some departments there were few good enough to command extreme quotations. The quality generally was fair and by most dealers considered equal to the average at the close of last week. In harmony with a lower movement in values in all other markets yesterday and not very favorable reports this morning, buyers here asked concessions in prices. In a general way sellers quoted the market fully 15c lower than last week. and occasionally declared that sales represented almost 25c decline compared with some of the extreme sales last week. It was evident that helfers than the good cows and therefore they showed the most change in prices. The built market was also lower, but calves sold strong with occasional sales representing an advance of Zie in prices. There was only a fair demand for stockers and feeding cattle to-day and hardly enough business was transacted to indicate the true condition of the market. It is probable that weaker prices may be expected. Quotations:

-Steers	
Good to choice steers, 1,350 lbs and up-	
wards34.60@	5.25
Plain fat steers, 1,350 lbs and upwards, 4,350 Good to choice 1,200 to 1,300-lb steers 4,250	4.75
Plain fat 1,200 to 1,300-lb steers 4.15@	4.60
Good to choice 300 to 1,150-lb steers 3,750	4.35
Plain fat 900 to 1,150-lb steers 3,500	3.90
Choice feeding steers, 1,000 to 1,100 lbs 3.500	3.75
Medium feeding steers, 900 to 1,100 lbs 3.25@ Medium feeding steers, 900 to 900 lbs 3.00@	8.50
Common to good stockers 2.500	3.50
-Heifers	1214212
Good to choice heifers\$3.75@	4.25

Common to good stockers 2.50@ 3.50 —Heifers.—
Good to choice heifers
-Cows
Good to choice cows
Prime to fancy export bulls\$3.40@ 3.60 Good to choice butcher bulls

Good to choice butce Common to fair but Fair to best year of Fair to good heav	her buils calves.	1118	3.25
No. Av. 869 1	Pr. \$4.00 4.00 3.85 2.50 3.75 3.65	No. Av. 4	Pr. \$3.50 3.50 3.50 3.50 3.50 3.50 3.00
No. Av. 2 1435 1 1320 1 1760 1 1240 2 1125 2 1260 3 1343 3 1240 1 1890	Pr. 33.75 3.75 3.40 3.40 3.46 3.35 3.85	No. Av. 1	Pr. \$3,00 2.90 2.85 2.75 2.75 2.65 2.60 2.50

3	1160 1200 1107 1086	3.25 3.00 3.00 3.00 3.00	1 Canner 87 1 Canner 90 1 Canner 118 1 Canner 101 1 Canner 78	0 2.00 0 2.00 0 2.00
		-Bu		
1	Av. 1320 1540 2020 1290 1290 1290 1290 1290	Pr. \$3.60 3.50 3.50 3.25 3.25 3.25 3.25 3.25	No Av 1	0 3.00 0 3.00 0 3.00 0 3.00 0 2.75 0 2.75
		-Cal	ves.—	
2	Av. 170 163 235 117	7.50	1	0 7.00 0 7.00

170 7.00

140 7:00 1

1 Cutter......1000 2.50

1 Cutter 810 2.5

..1000 2 25 | 2 Cutters..... 920 2.40

150 7.00 | 1...... 200 2.50 Sheep-Again the receipts of sheep and lambs were too small to invite all buyers into the market, and there were hardly enough of any kind to establish an extreme range in prices by representative sales. Therefore the conditions were favorable to a quiet trade and no important de- pers, \$4.60; choice pigs, \$4.40; light pigs, \$4.40; pments. Nearly all of the offerings were lambs and the quality was good. Butchers were the only buyers in the field and with hardly enough to accommodate their wants sales were usually at fully steady prices compared with se prevailing at the close of last week. The best lambs brought \$6, but practically all of the supply sold at \$5.85. There were not enough sheep to show the condition of the market, but there was no doubt that the good kinds wo

have sold as high as \$3.50. Bucks sold from \$2.75 to \$3. Quotations:
Good to choice lambs 3.50@8.60 Common to medium lambs 4.50@5.20 Common to best yearlings 3.25@4.00 Good to choice sheep 2.25@3.50 Fair to medium sheep 2.75@3.00 Culls and common sheep 2.00@2.50 Stockers and feeding sheep 2.00@2.70 Bucks, per 100 lbs 2.50@3.00
-Representative Sales
No. Av. Pr. No. Av. Pr. 6 Lambs

INTEREST IN HORSE SALE LARGE.

More Buyers In Attendance Than for Months-High Prices.

UNION STOCKYARDS, INDIANAPOLIS, Jan. 12 -A great deal of interest was manifested in the regular horse sale of the Warman-Black-Chamberlain Company to-day and the crowd was about the largest within the past year. There were more buyers here than has been the case for a long time and the auction was characterized by lively bidding and prompt sales, a total of about 300 head having changed hands during the day.

The offerings were generally a much better class of horses than have been sold in the regular sales here for a long time past and on that ecount sales were usually at higher prices, but n reality there was no great advance when the quality and condition of the offerings is con-

A number of good chunks and heavy horses, weighing from 1,300 to 1,800 lbs, sold from \$165 to \$225 and there were occasional sales as high \$250. Good blg draft teams sold from \$350 to \$450 and smaller and less desirable workers old from \$100 to \$125, or about former prices. The conditions governing the sale to-day were much more favorable to salesmen than for a ong ilme, and it is hardly expected that the Nearly all the regular shippers to this market were represented in the special and regular sale

ELSEWHERE.

CHICAGO, Jan. 12 .- Cattle-Receipts 6 .-000. Market slow. Good to prime steers, same results can be obtained in the near future. I ter firm at \$4.75.

HOG PRICES STILL LOWER With the Grain Brokers; Present Market Conditions

the local flour situation shows improvement over the condition at this time last week. From its ocal correspondent, Charles Nichols, the Northwestern Miller will say: "With the Indianapolis millers, trade conrare and costly article, that the average miller cannot afford to buy it. As high as 98c was paid

tinues dull and unsatisfactory. Wheat is such a for No. 2 red last week, and 92c was bid Saturday. The Indianapolis mills own some wheat that was bought a while ago, when prices were lower and this they are grinding and disposing of at prices below actual present values. The millers do not speak of doing business, as trading now is hardly on a regular basis. They are hoping for a turn in the lane, and there are some indications of it. The inquiry from domestic trade showed an improvement over that of the week before, and from abroad there were more requests for flour offers than for some time. To the situation, it might be said that conditions have slightly improved."

The local cash corn business is improving. The receipts at this point are getting a little larger each week, and the leading dealers report larger acceptances by exporters and an increased kets are to the effect that higher prices for corn may be looked for, because the movement is | trading in options for the future delivery of any lighter and the demand is increasing. Argentina isn't going to ship nearly so much corn to the United Kingdom this year as last, and this is going to make a material difference in the demand from the United Kingdom on this side. Local receipts of corn so far this week amount to 167 cars, according to the Board of Trade's inspection reports. It is probable that the local corn stocks will show a good increase Saturday.

+ + + A. W. Thomson-Wheat closed Tuesday 1/9%c up. War talk, bad weather in Argentina, together with the report that Armour was a good buyer, is responsible for the strength. Natural conditions do not warrant present prices. Corn seems in a class of its own. Receipts are not large and the demand from the seaboard is fairly good. On the breaks I advise buying corn. Provisions opened up sharply and closed right at the top. It is said the outsider is again buying and that the packers are selling. This being true the market will not advance rapidly unless war should be declared. For the present take profits on the bulges.

tucky the Northwestern Miller to-day will say from its local correspondent: "Good reports continue to reach this office on crop conditions in northern Indiana and Ohio. There is and has been for some time a good covering of snow in those sections, and the crop went into winter under good condition. The Auburn Milling Company, of Tiro, O., report that the crop never looked more promising. From central and south-ern Indiana and Ohio and central Kentucky come reports that are not good, but they are better than a week ago, when the weather was so severe and changeable.

There is a large discrepancy between Brad- to the visible supply points the difference from street's increase in the visible wheat last week | last year's figures would be about 11,000,000 bu. The latter shows an increase of 1,995,600 bu, while Bradstreet's figures, out yesterday, give cago the Tribune says: "There is little improve-the increase at only 1,234,000 bu. Bradstreet's ment in the quality of corn receipts. In fact, chows the increase in corn as 845,000 bu, while the New York Produce Exchange's figures say the increase is only about 450,000 bu.

from all reports, and he bought it openly, Valenday, it is said. Armour took about 3,000,000 bu, re was more discrimination against steers and and he evidently took a pretty large line again

Armour continued to buy wheat yesterday,

corn around 474c yesterday. They took about a and that the East will buy on such terms indi million bushels at this figure to bear it. The cates an anxiety to get corn.

and feeders, \$2.50@4; cows, \$1.50@4.25; heifers, \$2@4.75; canners, \$1.50@2.30; bulls, \$2@ 4; calves, \$3@6.50. Hogs-Receipts to-day 32,000; to-morrow 50,000. Mixed and butchers, \$4.55@4.90; good to choice heavy, \$4.90@5; rough heavy, \$4.60@ 4.85; light, \$4.40@4.75; bulk of sales, \$4.65@

Sheep-Receipts 15,000; sheep slow; lambs steady. Good to choice wethers, \$4.25@4.60; fair to choice mixed, \$3@4; western sheep, lambs, \$4.75@6.15.

KANSAS CITY, Jan. 12.-Cattle-Receipts, 9,000, including 300 Southerns. Market opened steady and closed 10c higher. Export and dressed beef steers, \$4.25@4.85; fair to good, \$3.50@4.15; Western fed steers, \$3.25@4.45; stockers and feed- 23.892 head; hogs, 101,438 head; horses, 2,140 ers, \$3@4.10; Southern steers, \$3@4.20; Southern cows, \$1.75@2.75; native cows, \$2@3.60; native heifers, \$2.50@2.75; bulls, \$2.50@3.60; calves, \$2.75, 7.776 cases; fruit, 2,403,000 lbs; hair and bristles, Hogs-Receipts, 3,500. Market steady to higher. Top. \$4.85; bulk of sales, \$4.50@4.75. Heavy, \$4.65@4.85; packers, \$4.55@4.75; pigs and

Sheep-Receipts, 3,800. Market steady to 150 higher. Native lambs, \$5.25@5.85; Western lambs, \$5@5.75; fed ewes, \$3.50@4; Western fed yearlings, \$4@5.50; stockers and feeders, \$2.60@3.75. ST. LOUIS, Jan. 12.-Cattle-Receipts, 6,500, including 3,000 Texans. Market about steady, though Texans were slow. Native shipping and export steers, \$4.50@4.75; dressed beef and butcher steers, \$4@5; steers under 1,000 lbs, \$3.75@4.85; stockers and feeders, \$2.15@3.75; cows and heif-ers, \$3.25@4.25; canners, \$2.25@2.50; bulls, \$2.50@ 3.50; calves, \$3.50@7; Texas and Indian steers, \$2.35@4.40; cows and heifers, \$2@3.25. Market about steady. Hogs-Receipts, 9,500. Pigs and lights, \$4.25@4.55; packers, \$4.35@4.70; butchers and best heavy, \$4.50@4.80. Sheep-Receipts, 3,000. Market steady. Native muttons, \$364.25; lambs, \$4.25@5.60; culls and bucks, \$2.50@4; stockers, \$2.50@2.75. NEW YORK, Jan. 12.-Beeves-Receipts, 38.

Dressed beef steady at 71/201/4c per lb. No later cable advances. Exports to-day, 842 cattle, 1,238 sheep and 4,550 quarters of beef. Calves-Receipts, 106. The demand was fair and prices about steady. Veals sold at \$4@8.75 per 100 lbs; selected at \$9; barnyard calves at \$3.50; city dressed veals slow at 8c to 13½c per lb. Sheep and Lambs—Receipts, 1.686. Sheep active and firm; lambs firm to 10e higher. Common to choice sheep sold at \$3 to \$4.25 per 100 lbs; common to choice lambs, \$6.25@7.20; dressed mutton at 7@8c per lb; dressed lambs, 94@11c. Hogs-Receipts, 5,171. Market 10c to 15c lower, SOUTH OMAHA, Jan. 12.-Cattle-Receipts,

6,500. The market was slow and steady to easier. Native steers, \$3.30@5.10; cows and heifers, \$2.70@ 4; stockers and feeders, \$2.75@4. Hogs-Receipts, 6,500. The market was 5@10c higher. Heavy, \$4.60@4.75; pigs, \$3.50@4.25. Sheep-Receipts, 10.000. The market was active and steady. Sheep, \$2.25@4.70; lambs, \$4.75@5.75. PITTSEURG, Jan. 12.-Cattle-Receipts, 300. Hogs-Receipts, 7,500. Heavies, \$5.05@6.10; meers. 84.85024.50; pigs. 84.75.

lambs, \$6.50 down, BUFFALO, Jan. 12.-Hogs-Receipts, 15,000. Mediums and heavies selling at \$5@5.15; Yorkers at \$4.90@5, and pigs at \$4.90. Sheep and Lambs-Market strong to a shade higher. Cattle-Market steady.

Sheep-Receipts, 1,000. Sheep, \$4.60 down;

LOUISVILLE, Jan. 12.-Hog prices to-day ranged as follows: Choice packing and butchers, \$4.80; medium packers, \$4.80; choice light shir roughs, \$4@4.35. CINCINNATI, Jan. 12 .- Hogs active at \$3,40@ Cattle quiet at \$2@4.65.

Sheep steady at \$2.25@3.85. Lambs dull and lower at \$4.50@4.60. WHEAT IS A BULL MARKET.

(CONCLUDED FROM PAGE EIGHT.) owls, 11@12c; springs, 12@13c; turkeys, 16@18c ST. LOUIS, Jan. 12.-Poultry-Turkeys firm; chickens, 9c; springs, 9c; ducks, 10c; geese, 7c. CHICAGO, Jan. 12.-Poultry-Live weak; turkeys, 11@12c; chickens, 10c; springs, 10c. CINCINNATI, Jan. 12.-Poultry firmer; hens, 10c; springs, 11c; turkeys, 12@13c.

Oils.

OIL CITY, Jan. 12.-Credit balances, \$1.85; certificates, no bid. Shipments, 88,855 bris; average, 66,292 bris; runs, 51,283 bris; average, 54,877 ris. Shipments (Lima), 58,270 bris; average, 67, 170 bris; runs (Lima), 17,318 bris; average, 43,236 SAVANNAH, Jan. 12 .- Spirits of turpentine firm at 61½c. Rosin firm; A. B. C. \$2.35; E. \$2.40; F. \$2.50; G. \$2.60; H. \$2.75; I. \$3; K. \$3.05; M. \$3.15; N. \$3.25; window glass, \$3.35; water white,

WILMINGTON, Jan. 12 .- Spirits of turpentine firm at 60c. Rosin firm at \$2.20. Tar firm at \$1.50. Crude turpentine firm at \$2.25 and \$3.80. MONTPELIER, Jan. 12.-Crude petroleum strong; North Lima, \$1.38; South Lima and In-NEW YORK, Jan. 12.-Tallow, cotton-seed oil. rosin and spirits of turpentine firm. Petroleum steady CHARLESTON, Jan. 12 .- Spirits of turpentine

steady at 60c. Rosin steady. Cotton.

NEW ORLEANS, Jan. 12.-Cotton-Spot firm. Sales, 5,275 bales. Ordinary, 10 15-16c; good ordinary, 12%c; low middling, 13%c; middling, 13%c; good middling, 13 13-16c; middling fair, 14 3-16c. Receipts, 11,963 bales; stock, 409,215 bales. NEW YORK, Jan. 12.-Cotton-Spot closed quiet and 5 points higher; middling uplands, 14c; middling gulf, 14.25c. Sales, 28 bales.

Dry Goods.

NEW YORK, Jan. 12 - The buying of the day n dry goods has been of a moderate nature, but with prices showing a hardening tendency and further advances in several directions. The outlook for increased business is considered bright George M. Cobb et ux. to Mary E. M. under the depleted condition in which the maority of stocks are situated.

Metals. ST. LOUIS, Jan. 12.-Lead firm at \$4.20. Spel

The Northwestern Miller to-day will say that | buying character of this buying led a good many traders to believe it was for one big order. On more serious news concerning the Russian-Japanese situation wheat was an advancing market yesterday. The opening was considerably higher than Monday's last prices, and the tendency was strong and advancing until past noon, when the May went back to 86%c. There was some news yesterday which the bears might have used to slight advantage if the market had not been governed by the war scare-rains on the southern Kansas and Oklahoma crop, and increased primary receipts. The rains in Kansas

and Oklahoma naturally, it is thought, would have had a depressing effect upon the St. Louis market, as a big crop is predicted in Kansas and Oklahoma, where the acreage is very large. One of the bull factors in the Southwestern markets lately has been the bad crop prospects on acount of the lack of moisture on the crop in those sections. The primary receipts were more than 200,000 bu larger than the same day last The corn primaries showed a small in-William D. Jackson, the new president of the Chicago Board of Trade, is strongly opposed to Monday, Mr. Jackson said: "The section of the statutes of the State of Illinois which makes

commodity a crime is, in my judgment, unwarranted in equity or good morals, unjust, unfair and detrimental to the interests of this board and to those dependent upon it for a broad and been forcing to other markets not so hampered by statute a vast volume of business tributary and naturally belonging to our own. The next General Assembly should be asked to relieve the trade of the burden of this enactment, and we should bend our early efforts toward securing such legislation.' J. W. Rush, a London grain expert, writing of the possibility of war in the East and its probable effects, says: "War between Japan and there is no reason to suppose that supplies would be in any way interfered with. However, on this

expectation of big shipments shortly from Ar-+ + + The visible supply of wheat is still nearly 10,-000,000 bu smaller than a year ago, but the difference has been cut down from 15,000,000 bu in Oc tober, and it would not take many weeks like the last two to bring the total up to that of 1900 exports continue smaller than last year and eccipts continue larger. There was a compara-ive gain of 1,617,000 bu last week, added to one of 1,759,000 bu the week before. Total stocks at been, however, for the addition of Port Arthur

Of the condition of the corn going into Chiment in the quality of corn receipts. In fact, for a few days, there has been deterioration. Out of 520 cars on the inspection sheet there were none grading contract, and only 68 grading No. 3 corn. Of the rest, 275 graded No. 4 and 177 no grade. Yesterday's receipts were quite as poor in quality. Prices of mixed corn held firm. however, because seaboard exporters, unable to get old corn, have come in the market for new No. 3 and new No. 4 corn, which they are taking on sample, Chicago inspection. Shippers will not guarantee quality and the Eastern buyers take Bartlett, Frazier & Co. were heavy buyers of dition. If the present mild weather should continue those chances will be almost certainties.

\$5@5.70; poor to medium, \$3.50@4.80; stockers, LOCAL COMMERCE IN

MONTH OF DECEMBER The following figures upon the receipts and shipments of flour, grain, live stock, produce, coal, lumber, oils, machinery, etc., by all the railroads entering Indianapolis, during the month of December, were given out yesterday

1,410,000 lbs; hides, 2,616,300 lbs; ice, 16 cars; iron, 164 cars; lard, 3,940 tierces; lath, 78 cars; machinery, 127 cars; meats, bulk, 2,782,100 lbs; oil, 5,040 bris; pork, 3,760 bris; potatoes, 26,925 ou; poultry, 865,800 lbs; provisions, 2,247,000 lbs; 9,900 brls; shingles, 91 cars; spirits and liquors, 5,280 brls; starch, 2,800,000 lbs; stone, 189 cars; tallow, 110,000 lbs; tobacco, 2,038,500 lbs; wool, 570,000 lbs; miscellaneous, 146,188,395 lbs; merchandise, 575,370,045 lbs. Shipped-Flour, 11,046 bris; wheat, 5,250 corn, 5,250 bu; oats, 11,250 bu; rye, 11,550 bu; barley, 42,450 bu; bran, 108 tons; hay, 22 cars; broom corn, 480,000 lbs; cement, 1,725 brls; coal, 425 cars; coke, 199 cars; cooperage, 198 cars; corn meal and hominy, 5,755,000 lbs; cotton, 680 bales; cattle, 1,043 head; hogs, 17,487 head; horses, 980 head; mules, 40 head; sheep, 1,870 head; eggs, 5,520 cases; fruit, 1,160,000 lbs; hair and bristles, 570,000 lbs; hides, 246,000 lbs; ber, 139 cars; machinery, 185 cars; meats, bulk, 322,278,090 lbs; oil, 2,171 brls; pork, 270 brls; potatoes, 17,550 bu; poultry, 672,000 lbs; provisions, 2,080,800 lbs; sait, 3,245 brls; shingles, 47 cars spirits and liquors, 11,528 bris; starch, 3,639,100 lbs; stone, 48 cars; tallow, 450,000 lbs; tobacco, 1,717,500 lbs; wool, 330,500 lbs; miscellanous, 45, 089,800 lbs; merchandise, 209,176,935 lbs.

ENCOURAGING EXPORT TRADE.

proposition that appeals to every American. It is more than this country can or does consume, even at the height of greatest prosperity; therediums, \$5; best heavy Yorkers, \$4.95; light York- fore, when the consuming power is, for a season, reduced, there inevitably must follow a curtailment of production, varying in degree according as additional outlet abroad can be secured But it is an easy matter to overdo this stimulaply and demand to work untrammeled and djustment of prices stimulate increased buying n the home market. This country has started to assist certain manufacturers to compete in foreign markets by relucing freight rates on certain export goods, a nove defended by the roads with strong arguments, but if the railroads of the country are in such a position that the lowering of freights of exports must be followed by a rise in domestic rates the question inevitably will be asked, is

the foreigner to obtain cheap goods? That is about what the "dumping" process amounts to, even if factories and mills are enabled to produce more cheaply, as they contend, by running a larger proportion of machinery.-United States SALES OF REAL ESTATE.

Eighteen Transfers Made a Matter Record Yesterday. Instruments filed for record in the recorder's office of Marion county, Indiana, for the twentyfour hours ending at 5 p. m. Jan. 12, 1904; Charles Koehring et ux. to Joseph R. Forbes, Lot 43, Hildebrand's add

Julia Gatewood to Elias M. Heltzler, Lot 23, James H. McKernan et al.'s of Outlot 1, Drake & Mayhew's Anna M. Williamson et al. to Walter C. Clarke, Lot 47, Julian et al.'s sub. Irv-Charles D. Lathrop to Charles A. Weathers et ux., Lot 26, Sq 15, 3d sec Lincoln Park add .. 4,500.00 Walter C. Clarke to John C. William-son et ux., Lot 47, Julian et al.'s sub, John W. Blackford et ux. to Charles A. Mitchell et al., Lot 67, Parker et al.'s sub, Bik 1, Parker et al.'s 2d Oak Hill Charles Magnire et al. to Ezra M. Ray et al., Lot 56, Cooper & Pickens's Northeast add Trustees of the Union Chapel Cemetery Association to Asenath Bunnel, Lot 6, Sec 3, Blk B, old part of the Union Sheriff of Marion county to Josh Zimmerman, Lots 7, 9 and 10, Blk 12, North Indianapolis Lottie A. Kinsey et al. to David D. Ranard, Lot 43, Emerson-av. add. Henry Mootz et ux to Christina Backes, Lot 3, Mootz's add ... Emma Groff to Mary Worrell, Lots 9 and 19. Groff's sub ... Jacob S. Mustard et ux. to James E. Morris et ux., Lot 10, Coll Park add Jacob S. Mustard et ux. to James E. Morris et ux., Lot 8, Coll Park add Sheriff of Marion county to Julia A. Chill, Lot 4. Hogshire et al.'s Pleasant Henry S. Jones to Paul J. Ayres, Lot 43, E. T. Fletcher's 2d add, Bright-H. H. Woodsmall et ux. to George M. Cobb, Lot 212, Clark's 1st add, Haugh-

Transfers, 18; total consideration

LOREE IN FULL CONTROL

WILL HAVE ABSOLUTE SWAY IN AF-FAIRS OF THE ROCK ISLAND.

Renewal of Efforts to Adjust Differences Between the Wabash and Pennsylvania-General Notes.

In financial circles it is claimed that Speyer & Co. insisted on the retirement of W. B. Leeds and Vice President C. H. Warren, of the Rock Island, and named their former successors before the bank would back the company in its financial scheme. L. F. Loree, recently elected president of the Baltimore & Ohio Railroad, was induced to leave the B. & O. to take the presidency of the Chicago, Rock Island & Pacific by the Illinois law which prohibits trading in priv- the financial interests above spoken of, it Heges, or options, as they are sometimes called, being conditioned on the banking firm adon the Chicago Board. In his inaugural address | vancing money on the bond issue; that for | of this kind to the South, but the demand so doing it should name a man who should become the head of all Rock Island companies, and who as such would be clothed with supreme power to operate the property without interference either from Mr. Leeds or the Moores. It is stated that no other open market. This law, born in prejudice, has railroad president will have the absolute sway which will be exercised by President Loree, for upon him the banking firm de pends to make Rock Island securities valuable by an intelligent operation of the system. To make it worth while for Mr. Loree to leave the Baltimore & Ohio he was offered a salary of \$75,000 a year and given a stock bonus which will make him a very wealthy man within the next few years, provided the stocks turn out as they are expected to. It was learned that when the Russia would no doubt sentimentally affect the Moores first planned to retire outstanding market, but if confined to these two countries | securities and replace them with bonds they found strenuous opposition to the amount of the issue. An appeal was made probability of war quite an active trade has been to Speyer & Co., they thoroughly investidone in new Australian wheat cargoes to arrive gated the Rock Island system, and the renext May and June. The wheat market maintains a firm attitude, notwithstanding liberal sult was that propositions by Speyer & Co. supplies and shipments, but caution continues to I to name a director and the president of the be displayed by buyers in view of the rosy re- road were accepted. The change in finan-Of crop conditions in Indiana, Ohio and Ken- ports regarding the yield in Australia and the cial backing and the head of the system means a reorganization which will put new blood into the property.

Plans for the Wabash.

The Wabash has its double track from the Union Station, St. Louis, to the world's fair grounds completed and the signal blocks will soon be put in. The world's fair station is yet to be built. Tracks are to be laid visible supply points are now 40,199,000 bu, compared with 50,116,000 bu last year. If it had not dents of late were traced to intemperance cars. President Ramsey believes the only and an order has been given out that inwill be at the Union Station, where many other trains will come and go, but any such conditions will be overcome. To carry 36,-000 persons an hour with as much speed and comfort as if only ten were carried is the plan of President Ramsey. His plans for a double track between the Union Station and Forsythe Junction, equipped with the block system, contemplates the running of trains each way two minutes apart, each train carrying ten open coaches like summer coaches and each coach carrying 127 people. At the grounds a person will not have to sit impatiently while the train is being city of Galveston to the city. This will switched into a train shed. It will run into | be part of the general plan of improvement the world's fair station. As the train stops | by which Galveston is to be made safe from in the fair station attendants standing at | the waters of the surrounding ocean and either end of the coach will raise the bar on | bay by having its present level raised sevtheir seats directly onto the station plat- establish permanent and safe commu form without climbing down steps. The tion between the island on which Galvesplatform is broad and a door marked "exit" leads into the fair grounds. There will be no incoming passengers to interfere with platform for loading passengers will be be-

Every precaution for safety will be taken.

Controversy May Be Settled. Negotiations for a settlement of the Gould-Pennsylvania controversy, which culminated in the chopping down of the Western Union telegraph poles along the Pennlime, 102 cars; logs, 297 cars; lumber, 551 cars; sylvania Railroad lines, have, according to differences which are alleged to have pri- more radical action for the present. In the last few days there had been other | sonal representatives. conferences in Philadelphia. These meetings, continues the Herald, marked the beginning of serious consideration of all the questions at issue. Persons interested in the negotiations are unwilling as yet to ice, 34 cars; iron, 105 cars, lard, 4.868 tierces; state definitely upon what basis the pres-lath, 30 cars; lime, 25 cars; logs, 18 cars; lum-ent adjustment is being worked out.

Mr. Geer's New Position.

Isaac W. Geer, at present engineer of superintendent of the Terre Haute & Logansport Railway and Logansport & Toledo Railway by Volney T. Malott, trustee. Mr. Geer was born Feb. 1, 1873 and gradu-That everything reasonable and possible should ated from Yale University. In September, be done to assist in providing an outlet abroad 1893 he entered the service of the Pennsylvania and was made assistant in the engineering corps in October, 1897. In July, 1898 he was made assistant engineer of maintenance of way of the Erie and Ashundeniably true that our factories and mills, tabula division and was promoted to enfoundries and shops are capable of producing gineer of maintenance of way of that division in March, 1901. In December, 1902 he was transferred to the same position on effect Jan. 15, on which date J. O. Crockett will leave to become assistant to the gention, or to use a process which is more costly in eral manager of the Chicago, Rock Island the end than would be the plan of allowing sup-

Annual Meetings Vandalia Lines.

The annual meeting of the Terre Haute & Indianapolis Railroad Company will be held at Terre Haute to-day for the election of directors and officers of the corporation. A statement showing the result for the not the country paying a dear price to enable fiscal year of the operations by Receiver Malott will be read. No change in the personnel of the board or roster is expected. The figures showing the earnings, been published. The annual meeting of the St. Louis, Vandalia & Terre Haute Railroad Company was held at Greenville, Ill., yesterday. This company owns the Illinois part of the main line of the Vandalia, which is leased to the Terre Haute & Indianapolis and operated by Receiver Malott for the last

named company. Personal, Local and General Notes. J. L. Orbison, chief train dispatcher of \$300.00 the Cincinnati, Hamilton & Dayton, was in the city yesterday. Albert Ingalls, superintendent of the In-

dianapolis and Cleveland division of the Big Four, is in the city. M. B. Woodford, president of the Cincinnati, Hamilton & Dayton, will go South in a day or two for benefit of his health. The directors of the Nashville, Chattasemi-annual dividend of 2 per cent., the first |

in five years. George W. Graves, superintendent of the Springfield division of the Cincinnati, Hamilton & Dayton, accompanied by his wife, went to Chicago yesterday. H. G. Burk, the retiring president of the

Union Pacific, denies the report that he is to be the successor of Marvin Hughitt as president of the Chicago & Northwestern, J. E. Pierce, contracting agent of the 80.00 improvement. A tourists' train over the Pennsylvania

for the Southwest and California will leave Pittsburg on Feb. II, going by way of St. Louis and New Orleans, stopping two days at the latter city for the Mardi Gras, liam Garstang, superintendent of motive power of the Big Four, left last night for St. Louis, to be absent until Thursday night.

It is stated as probable that the Hocking Valley will increase its dividend rate. The Pennsylvania and the Vanderbilt interests now control the property and are desirous of getting a better return upon the invest-

only pays 3 per cent., it is proposed to add

another 1 per cent. The Lake Erie & Western will take off the parlor cars on the two trains between Ft. Wayne and Indianapolis, they not having been a paying investment, but the buffet parlor cars on the Cincinnati train will continue in service.

The changes announced in the relief department of the Chicago, Burlington & Quincy have been approved and will necessitate an increased annual expenditure in benefits amounting to between \$40,000 and \$50,-000, affecting 45,000 employes on the entire

Ford Wood, general freight agent of the Peoria & Eastern, John S. Lazarus, freight traffic manager of the Cincinnati, Hamilton & Dayton's Springfield division, J. Kavey, assistant general freight agent of the Lake Erie & Western, left last night for Chicago to attend a meeting of freight traffic of-

Otto Schilling, the new superintendent of the Peoria, Decatur & Evansville, was once a bootblack in the streets of Pekin. He is the son of a cabinet maker in that city, earned a reputation for reliability and industry, and took his first step towards a railroad career as a messenger boy in a telegraph office. The Pennsylvania on Sunday inaugurated

its through sleeping-car service between Cleveland and Jacksonville, Fla., via Pittsburg and Washington. This is the first time the Pennsylvania has attempted a service for such a service has been so great that the company has decided to try the experiment. Another remarkable run with live stock was made on Monday over the Springfield division of the Cincinnati, Hamilton & Dayton, thirty-six carloads of live stock being hauled from Decatur to Indianapolis, 153 miles, in seven and one-half hours. The train was hauled by one of the large new locomotives and no assistance was given it except over the Montezuma hills. There were an unusual number of passenger agents, largely of lines to the Pa-

cific coast, in the city yesterday, including Brick Fowler, of the Illinois Central; H. L. Nash and F. L. Pickert, of the Southern Pacific; H. Connor, of the Union Pacific; F. M. Breeze, of the Chicago & Northwestern; E. T. Gunn and F. G. Burnett, of the Santa Fe: Col. William Shaw, of the Chi-Cago, Burlington & Quincy; R. J. Van Dyke, of the Denver & Rio Grande, and J. H. Millikan, of the Louisville & Nashville. At a meeting of Rock Island officials it was decided to double-track the Union Pacific line between Kansas City and Topeka, sixty-seven miles, which the Rock Island uses. The construction of an air-line cutoff between Eldon, Ia., and Kansas City, shortening the Chicago-Kansas City distance thirty miles, was practically decided on. The Rock Island now uses fifty-four miles of Burlington track north of Kansas City. Engineer Stevens announced further that the company purposes to build its own tracks from Limon, Col., to Denver.

The management of the Chicago, Peoria & St. Louis on Jan. 1 commenced enforcdents of late were traced to intemperance in the service. This is said to apply to employes whether on duty or not. It has been the custom of the company to accept orders from its employes given for meal tickets or lodging. Hereafter no such orders will be honored if drawn in favor of any hotel or restaurant which has a bar in

connection. E. H. Harriman and Julius Kruttschnitt, on behalf of the Southern Pacific Company, have just agreed to join the Rock Island wide, with concrete retaining walls, from the mainland across the bay back of the one side and the passengers will walk from enteen feet. The proposed causeway will ton stands and the mainland.

Fort Wayne is credited with being the best managed point on the Pennsylvania system. the movement of those going out. Such The repairing shop is not alone in holding interferences has been provided against by the record for dispatch of business. The arranging a separate platform for each roundhouse, which is one of the departclass of passengers. There will be two ments under the same supervision, has a tracks at the world's fair station, and the reputation for turning out work in minimum time. This department handles from ninety tween the two. A system with blocks 1,200 | to a hundred locomotives every day in the feet long will prevent rear-end collisions year, and the same discipline and system \$3@4.40; native lambs, \$4.50@6.25; western | corn, 412,300 bu; oats, 112,500 bu; letween the fast following trains. A train | that have put the repair shop at the head | the Journal bran. 64 tons; hay, 177 cars; broom corn, 920,000 | will pass a block every thirty seconds and of the list prevail in this department. A the trains will be two minutes apart. | meeting of the master mechanics of the several divisions was held at Fort Wayne yesterday to investigate the method by which the business is transacted so success-

The report of the resignation of President Ledyard, of the Michigan Central, has been revived. It is a well-known fact that Mr. Ledyard within the last two months has been in frequent conference with the Vanderbilt powers; but the Journal has inthe New York Herald, been resumed, and it formation to the effect that President Ledyard will not retire, and it is believed he is much influenced in this by the fact that which may lead to the settlement of the the Vanderbiits have decided not to take marily grown out of the Gould plans to several occasions it has been rumored that reach the Atlantic seaboard. There has President Ingalls, of the Big Four, was been a long conference at the Pennsylvania | about to retire, but there is reliable au-Railroad offices in New York, at which A. | therity for stating that no change is intend-J. Cassatt and Samuel Rea were present. ed on the Vanderbilt lines in their per-

"Twenty thousand railway clerks in the United States, Canada and Mexico are members of the new association formed by combining the National Railway Clerks' Association and the Order of Railway Clerks of America," said F. O. Gorman, of Buffalo, who helped to bring about the amalgama-"The new order probably will be called the National Order of Railway Clerks of America. It will in no way have any connection with the American Federation of Labor. The first national convention will vision of the Panhandle, has been appointed | be held at St. Louis on the third Monday in June." The announced objects of the new organization are: "The elevation of the standard of efficiency, the promotion of the welfare of its members socially, morally, intellectually and financially, and the assisting of worthy members to procure employment as well as to give them pecuniary aid in time of sickness."

IRON AND STEEL IN 1903.

Starting with the heaviest production on rec-

ord, and furnace stocks of pig iron practically

the Pittsburg division. His appointment | wiped out, the year 1903 brought some startling as superintendent of the Terre Haute & | developments in this great manufacturing indus Logansport and Logansport & Toledo takes | try. Partly because of the shortage of fuel, but mainly through unprecedented consumption, the year opened with the strongest possible statistical position and brightest of prospects. Although the leading producer maintained list prices as far as possible, it was a common occurrence for very heavy premiums to be paid where prompt deliv ery was desired, and, barring the speculative rise early in 1900, the general level of iron quotations was above all recent records. Pressure for increased railway facilities, new factories, mili and office buildings was so great that there was little dispute as to quotations. Steel was needed in abundance, the Nation's producing facilities were taxed to the utmost and the capacity of th blast furnaces and rolling mills was greatly creased. Aside from the abnormal element fuel, the sftuation appeared most healthy. A six months' anthracite coal strike had just ended and freight traffic in the Connellsville coke re expenses and net results have heretofore | gion was badly congested. These were the only rtificial stimulants to prices. Exports had failen off because of the insatiable home demand, and imports had doubled. The United States Steel Corporation reported 6,000,000 tons of business of its books. Hence, it was not surprising that the year was ushered in most auspiciously in all departments of the iron and steel industry. Something was wrong in the sanguine prog nostications. It is not a simple matter to pick ou any definite date or any single event that can be termed the turning point, but the industry has met with a severe reaction. There is no difference of opinion on this point, although many conflicting statements have been made regarding the cause. Possibly the simplest explanation I the best. For five years the industrial prosperity of the United States had met with no check, and enterprises had expanded, facilities in creased and productive forces extended until consumptive demand was hopelessly eclipsed by capacity of output. Conditions are peculiar in thi industry regarding the matter of production and consumption because every extension of facilities for increased output provides a temporary consumptive demand, and when the limit reached in other branches of trade it has been nooga & St. Louis yesterday declared a far surpassed in this one. But there are many eminent authorities who point to Wall street and the money market as the first obstacle to rogress, while others are equally earnest in denouncing labor troubles as the chief drawback. Unquestionably these two events have militated against industrial progress. Labor troubles, espe-cially in the building trades, tied up work on PROPOSALS FOR WORSTED OLIVE DRAB buildings costing many millions of dollars, and cautious investors canceled many plans for work that was about to begin. During the last few weeks there have been ing, and in the trade there is apparent a feeling that better things are expected of 1904. The | Worsted Olive Drab Shirting Flannel, conform-Merchants' Dispatch, who has been so ill decline in quotations has been checked; at the ing to existing standards and specifications. Gov-68.95 for a couple of months as to confine him | recent meetings of manufacturers former price | ernment reserves right to reject or accept any or to his house, is beginning to show signs of lists were reaffirmed, and even Southern foun- all proposals, or any part thereof. Preference industry, and there were fewer indications that | ufactures the duty thereon) being equal. Partichas been the most depressing feature, testifying Drab Shirting Flannel," and addressed to the lack of urgency among consumers, a de- LIEUT, COL. W. H. MILLER, Deputy Qr. Mr. C. E. Schaff, general manager, J. Q. Van- to the lack of urgency among consumers, a de- LIEUT. COL. W. H. MILLER, Deput winkle, general superintendent, and Wil- cided change in attitude as compared with the General, U. S. A., Chief Quartermaster situation when the year 1903 opened. A few recent bond sales by railroads are also encouraging because it is expected that the additional funds will be expended in extending facilities, which means consumption of steel. Export business is once more attracting attention. A general | the continued prosperity of domestic agricultural | Mooresville, the 8:40 car to Indianapolis and the reduction in wages throughout the industry has sections gives reason to hope for no serious reaccurtailed cost of production, and the decline of | tion in domestic business. Nevertheless, there is about 75 per cent. In cost of coke, as compared | undentable evidence of growing conservatism and with the high price of 1902, is also helpful, al- less optimistic inclination to discount future ment. They paid \$1.03 for the stock received conditions, and wages had been very sharply ad- stability, but naturally checks industrial devel-.\$3,858.17 from Morgan, and as the Hocking Valley | vanced during the years of unprecedented pros- opment for a time. - Dunn's Review.

VITAL STATISTICS—JAN. 12.

Marriage License.

Robert Tucker and Telulia Smith. Julian Davis and Georgia Arrick. Lindley Murray Osborne and Jessie Foltz. James P. Carson and Sarah A. Means. Walter Svendsen and Sallie Stella

DIED. MAHOLM-Daniel W. Maholm died at his residence, 1825 Nowland avenue. iay, 2 p. m. Friends invited.

MONUMENTS.

MONUMENTS-A. DIENER, 449 E. Washington.

Tel. 2525. Branch works E. entrance Crown Hill MONUMENTS-M. H. FARRELL, 241 West Washington st. New 'Phone 2418. FUNERAL DIRECTORS.

FUNERAL DIRECTOR-C. E. KREGELO, 221-223 N. Delaware st. Both 'Phones 250. FLANNER & BUCHANAN-320 N. III. St. Both 'Phones 641. Lady attends all calls for ladies and children. Automobile wagon insures prompt-

Undertakers, 129 W. Market st. Tel. 218. JOHNSON, HASSLER & GEORGE, 357 Massa-chusetts av. New 'Phone 963, Old, Main 1430. FRANK A. BLANCHARD Undertaker, 153 N. Delaware st. Lady attendant. Both 'Phones 41L

JOURNAL BUSINESS DIRECTORY.

TUTEWILER & SON,

BERTERMANN BROS., New No. 241 Mass. av., 228 N. Del. st. Tel. 840 SALE AND LIVERY STABLES-HORACE WOOD. (Carriages, Traps, Buck boards, etc.) 25 Circle, Tel. 1007.

FINANCIAL.

FINANCIAL-Insure with FRANK SAWYER. LOANS-money on mortgages. C. F. SAYLES & CO., 127 East Market street.

WANTED-MALE HELP.

WANTED-First-class composition maker and ornamenter; must understand all branches of this work. Address T. & CO., No. 1226 Harrison WANTED-Faithful person to travel for wellestablished house, in a few counties, calling on retail merchants and agents; local territory; salary, \$20 a week in cash and expenses ad vanced; position permanent; business successful and rushing; mention reference and inclose selfaddressed envelope. STANDAPD HOUSE, 330 Dearborn st., Chicago.

WANTED-Boys to work up Sunday Journal routes. Two cents' profit on every paper sold. Regular customers are easily obtained since the two-colored supplements have been added. One four-page comic and one four-page home supplement—twice as many pages in color as any other Indianapolis paper furnishe 36 to 40 pages every Sunday.

Papers can be bought at the office or from any of the following substations: Bassett, 904 Massachusetts av. Hoshour, 22d and College av. Scott, 16th and Illinois sts. Coval, 1612 E. Washington. Vail, 1044 Virginia av. Neff. 1339 Shelby. Neer, 940 S. Meridian. Walcott, New York and Bright. C. K. Stewart, 2233 E. 10th.

Money will be refunded for unsold papers re-

WANTED-FEMALE HELP.

street cars, but as heavy as passenger in spending \$1,000,000 for a causeway 500 feet | WANTED-Bright, energetic lady for remunerative outdoor work. Apply 29 Baldwin building.

WANTED-AGENTS. WANTED-Agents wanted, either sex, no pre-vious experience necessary, to sell a useful

cash returns. Call 826 Stevenson. WANTED-SITUATION. WANTED-A woman with baby would like a

household article; goods sell themesives; quick

position in the city or country with elderly people to assist with the household work in re-

home and small wages; references. Address Box 112, care Journal. BUSINESS CHANCE. BUSINESS CHANCE-For sale: Half interest

in good-paying business. Address Box 111, care BUSINESS CHANCE-Gold mines; promising

enormous profits; mineral, prospectus pictures, free. LANSFORD F. BUTLER, Secretary, No. 506 Mack block, Denver, Col. BUSINESS CHANCE-BUSINESS CHANCES. For Sale - Grocery T For Sale or Trade-

doing business of \$60 H \$1,300 equity in two-

Fs six rooms to side; ce-U ment walks, well, We can sell your business, no matter I where it is located.

per day; located

and woodsheds. Call new phone 1423 For Sale-A nice ci-The Business Ex- s gar and tobacco store northeast corner Mar- C goods, ice cream and ket st. and Circle, for H a full line of newspasell your stock merchandise, household G etc.; also has three

cistern, shade trees

goods or live stock. Et living rooms attached. Room 61, Fitzgerald Bidg., Northeast Corner of Market St. and Circle.

FOR SALE-MISCELLANEOUS.

FOR SALE-Or rent: Invalid and recitning chairs. W. D. ALLISON CO., 905 N. Alabama. A CARD LIKE THIS Every Sunday for one year costs but \$1.95 per

the advertiser and reader.

STORAGE.

month. The Journal want page is profluable to

STORAGE-PACKING, HAULING. HOGAN TRANSFER AND STORAGE CO. MAIN 'PHONES 675. EXTEA 'PHONES 670. STORAGE-INDPLS. WAREHOUSE CO., W. E. Kurtz, Pres. H. A. Crossland, Mgr. 517-523 S. Penn. Telephone 1343. We STORE, PACK and HAUL,

STORAGE - The Union Transfer and Storage Company, corner East Ohio st. and Union tracks; only first-class storage solicited. Crating and pecking. 'Phones 725.

PRINTING. PRINTING-We can save you money on your book, circular or pamphiet printing; try us on prices and workmanship; no one can beat us.

CALL PRT. & PUB. CO., Linton, Ind. NOTICE. NOTICE-JOSEPH GARDNER, tinwork and furnaces. 39 Kentucky av. Telephone 222.

are charged at the very low rate of 5 cents a Blank or dash lines at the same price per Telephone 238 and your ad. will be called line.

All advertisements inserted in these columns

FOR TRADE.

FOR TRADE-Traction stock for farm or equity or pay part cash. J. A. EGBERT, 513-514 Lemcke Bldg. LOST.

LOST-A yellow tabby Angora kitten, on Wednesday night, Jan. 6. Please return to 1816 North Delaware st. Reward.

SEALED PROPOSALS.

SEALED PROPOSALS will be received at the office of Treasurer Marion Branch, N. H. D. \ National Military Home, Grant Co., Ind. until 1 o'clock p. m. Friday, February 5th, 1964, and then opened, for remodeling Corridors to Hospital, in accordance with plans and specifications, which may be seen in the Treasurer's of-fice. Blank proposals and other information may

be had upon application to JNO. Q. ADAMS. SHIRTING FLANNEL-Chief Quartermaster's Office, Chicago, Ill., January 11., 1904.—Scaled office until 12 o'clock noon, Monday, February 1. numerous indications that confidence was return- 1904, for delivery at either the New York, Boston, Chicago or San Francisco Depot, of 325,000 yards iries declined to accept future contracts at the given to articles of domestic production or manowest figure for pig Iron. A few mederate-sized | ufacture, conditions of quality and price (includ rders were placed in various branches of the ing in the price of foreign productions and man prospective purchasers would await more attract- | ulars and blanks for proposals will be furnished ive terms. Tals disposition to postpone the placing of contracts in expectation of lower prices sals to be indorsed "Proposals for Worsted Olive and addressed to

> perity. Better methods of organization and many position to compete with most other nations, and

RAILROAD TIME CARD.

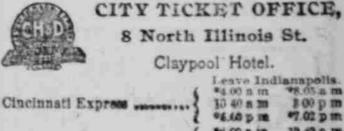
BIG FOUR ROUTE City Ticket Office, No. 1 E. Wash. St.

Passenger Trains Leave Indianapolis Union Station as follows: EAST BOUND-For 6 *4.40 a m; *8.00 a mi Cleveland. Buffalo. New York and Boston 1 2 55 p m & *6.25 p m. Cleveland and Way Stations . Union City and Way Stations...*4.45 p m. Muncie and Fort Wayne....... 7.69 a m 7.00 a m & 6.25 pm

Fort Wayne, Sundays. 8 00 a.m. Benton Harbor and Way Sta ... 700 a m & 12.80 a m. Elkhart and Way Stations*4.45 p m. Greensburg and Cincinnati. . / #2 55 pm & *6.20 pm. 1 *8.45 a m; *4.80 a m; Louisville and North Vernon ... *3.45 a m & 2.55 p m. Cincinnati and way Springfield and Columbus, U ... *4.30 a m A *8.00 p m. Lynn and Way Stations 6.15 p m.

WEST BOUND-For Terre mante, Mattoon and St. (*11.45 a m; *3 25 p m; ns..... 7.20 a m. St. Louis and Way Stations ... Terre Haute, Mattoon and Way, 500 p.m. Lafayette, Kankakee and Chi- | *11 50 a m; *3.50 p m Lafayette and Way Stations 5.15 p an.

Dolfax, Loransport and \$ Bend. 7.00 a m & 5 15 pm. Roomington and Peoria *11 50 am & *11 50 pm. Peoria and Way Stations 7.25 a m. Champaign and Way Stations ... 4 10 p m. *Indicates Daily.



44.00 m./m. *7.02 p m Toledo and Detroit •7.02 p m Decatur and Springfield 8.00 am *1L10 pm Puscola Accommodation..... 2.30 pm

Maligaria City Ticket Office, 8 N. Illinois St., Claypool Hotel. Leave Indianapolis. *7.00 a m *11.50 a m 3.35 p m *12.55 a m Chicago Express Trains, via § Roachdale, Crawfordsville, La-

Monen (Ind.) Accommodation. *4.00 p m

* Daily. 8 Sunday only. Lake Erie & Western R. R.

fayette and Chicago 11.50 a m

Toledo, Chicago and Michigan ex + 115 *10.3



Columbus, Ind. and Louisville Richmond, Piqua and Columbus, O *7.30 *11.59 Vincennes Express. Louisville Accommodation..... North Vernon and Madison 15.40 18.05 Richmond, Piqua and Columbus, O .. +1.40 \$12.40 Baltimore and Washington...... Dayton and Springfield.....*3.05 *12.16 Vincennes Accommodation.....*3.50 Louisville and Madison..... Spencer and Bedford acc Pittsburg and East*5.00 Columbus. Pittsburg and East Dayton and Xenia..... Logansport and Chicago VANDALIA LINE. "The St. Louis Limited"......*7.00
Terre Haute, St. Louis and West.....*7.23
Terre Haute, St. Louis and West....*12.15

Terre Haute and Effingham Acc....... 4.00 reencastle and Terre Haute*8.35 INDIANA UNION TRACTION COMPANY. Local trains for Anderson, Muncie and inter-mediate points leave Indianapolis at 4:15 a. m. and each hour thereafter until 9:15 and 11:30 p. m. These trains make direct connection at Anderson with trains for Alexandria and El-Limited trains for Anderson and Muncle leave Indianapolis at 8 and 11 a. m. and 2 and p. m., arriving in Anderson in 1 hour and 25 minutes and in Muncie in 2 hours. The 8 a. m.

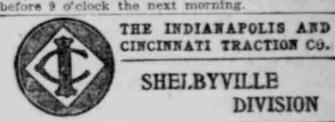
and 2 p. m. trains make direct connection at Anderson with limited trains for Elwood. Commencing Dec. 23, 1903, trains for Noblesstory double house, will leave Indianapolis as follows: ville, Tipton, Kokomo and intermediate points Limited trains will leave Indianapolis at 4:45 a. m. and every two hours thereafter until 8:45 Local trains will leave Indianapolis at 5:30 a. m. and every two hours thereafter until 770 and H p. m. Trains leaving Indianapolis at 9:30 p. m. run only as far as Tipton.

-Express Department .-Consignments received until 12 o'clock noon, for delivery the same day to all points between change, Room 61, p for sale; handling Indianapolis and Muncle; until a p. m. for de-Fitzgerald Building, oysters, milk, bakery livery to all points before 6 o'clock the next corner Marandria, Elwood, Tipton and Marion. INDIANAPOLIS & NORTHWESTERN

TRACTION COMPANY.

General Offices, Lebanon, Ind. Indianapolis waiting rooms, ticket office and express office, 119 West Maryland street, Union block, Room 6. First through car for Lafayette leaves Indianapolis at 4 a. m. and arrives at Lebanon at 5:10 a. m., Frankfort 5:30 a. m. and Lafayette 6:35 a. m. Second through car leaves Indianapolis at 6 a. m., arrives at Lebanon at 7:31 a. m., Frankfort at 8:14 a. m. and Lafayette at 9:17 a. m. and every hour thereafter until 9 p. m. Last car for Lebanon leaves Indianapolis at 11:30

First through car from Lafayette leaves Lafayette at 6:25 a. m., arrives at Frankfort at 7:33 a. m., Lebanon at 8:15 a. m. and Indianapolis at 9:45 a. m. and every hour thereafter until 9:25 p. m. Last car from Lafayette to Lebanon leaves Lafayette at 11:25 p. m. and arrives at Lebanon at 1:15 a. m. Express Department - Consignments received until 10 o'clock a. m. for delivery the same day to all points between Indianapolis and Frankfort, and until 6 p. m. for delivery to all points



LEAVE SHELBTVILLE LEAVE INDIANAPOLIS 2.00 PM 5.00 AM 5.30 AN 2.30 PM 3.00 " 6.00 " 3.30 " 6.30 " 7.00 " 4.30 " 7.30 " 8.00 " 5.80 " 8.30 " 6.30 " 9.00 " 9.30 " 7.00 " 7.80 " 10.00 " 10.30 " 11.00 ** 8.00 " 11.80 " 8.30 12.00 n'n 9 00 "

1.00 PM 10.30 " *11.00 1.30 " "WAITS FOR CLOSE OF THEATERS IND'P'LIS & EASTERN RAILWAY CO. 'Greenfield Lin

9.30 "

12.80 PK

General Office, Franklin Building. Time table effective January 4, 1904. All cars depart from Meridian and Georgia For Richmond, New Castle and intermediate stations passenger cars leave on the following hours: 6:55 a. m., 8:55 a. m., 10:56 a. m., 12:56 p. m., 2:55 p. m., 4:55 p. m. and 6:55 p. m. Limited trains for Greenfield, Knightstown, Cambridge City and Richmond leave Indianapolis at 7:40 a. m., 11:40 a. m. and 3:40 p. m. The above cars make direct connections for Eaton, Dayton, Lima, Greenville, Columbus, Newark, Hamilton and Cincinnati, Ohio. For Greenfield, Knightstown and intermediate stations first car leaves at 5:55 a. m. and each hour thereafter until 7:55 p. m. The 8:55 p. m. runs to Greenfield only; the 9:55 p. m. runs to Knightstown; next and last car leaves at 11:15 p. m. for Greenfield only. Combination passenger and express cars leave

at 5:55 a. m., 7:55 a. m. and 11:55 a. m. for Greenfield and Knightstown. -Express Cars. -For Greenfield and intermediate stations only arrive at 7:35 a. m. and leave at 9 s. m. Also arrive at 2:20 p. m. and leave at 3:30 p. m. Express for Knightstown. Dublin and interme-

diate stations leaves at 9:30 a. m. INDIANAPOLIS, COLUMBUS & SOUTH-ERN TRACTION COMPANY. Through passenger cars leave Pennsylvania

and Washington streets for Southport, Green-wood, Whiteland, Franklin, Amily, Edinburg, Taylorsville and Columbus. First car at 6 a. m. proposals, in triplicate, will be received at this and every hour thereafter until 8 p. m. The office until 12 o'clock noon, Monday, February 1, last car leaves at 11:15 p. m. At 9 and 10 p. m. cars leave for Franklin and Intermediate points Combination passenger and express car leaves

Georgia and Meridian streets for Greenwood only at 9:30 a. m. and 3:30 p. m. INDIANAPOLIS & MARTINSVILLE RAPID TRANSIT CO.

Waiting room and station, 47 Kentucky avenue. First car leaves from in front of No. 47 Kentucky avenue for Martinsville and intermediate stations at 5 20 a. m. and every hour thereafter on the half-hour mark until 6:30 p. m. 7:30 p. m. car runs only to Mooresville, the 8:30 car runs to Martinsville and the next and last car leaves at 11:30 p. m., running to Martins-Leaving Martinsville for Indianapolis and intermediate stations first car at 5:20 a. m. and

until 6:40 p. m. The 7:40 p. m. car runs only to next and last car leaves at 10:40, running to In-Cars leave Mooresville for Indianapolis and Martinsville at 5:30 a. m. Express car arrives at Indianapolis at 7:48 a. m. and departs at 9:10 a. m.; also arrives at

1:42 p. m. and departs at 3:10 p. m.

4.00 ** 5.00 " 6.00 "